

NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM**Ad Nr: -17/APAC-004**

ITEM NR.	TRANSPORT WORK	THE LOADING PORT	THE DISCHARGING PORT	NET AMOUNT OF WORK (TONs) (A)	UNIT PRICE OF BID (EUR/TON) (USD/TON) (B)	TOTAL VALUE OF BID (USD) (A*B)	BANDIRMA LAYCAN
1	MISC.BORON PRODUCTS	BANDIRMA (TÜRKİYE)	3 Ports / CHINA	34000.00 (+/- 10% ETİ option)			21 - 26 September 2017

NAME/TRADE NAME ⁽¹⁾*Stamp & Signature***NOTES :**

- 1.This form is sign by authorized personal.
2. The bidders who are not in our repertoire declare to accept terms and condition of Nr.2 type specification/contract [that is find on website www.etimaden.gov.tr] on the Bid Submission Form and the requested documents and information that seen in same place by ETİ would be deemed to have committed in order to recorded to repertoire.
- 3.The bids is given via the Bid Submission Form and this Form and its attachment that included details of shipping & transport are signed and cached.
- 4.The nomination of ship and the Bandirma ETA must be given within the bid submission form and the Bandirma ETA must be suitable to Bandirma LAYCAN.
If the ship nomination & the Bandirma ETA are not given by bidders or the Bandirma ETA is not suitable to Bandirma Laycan, the bids will be disqualified.
- 5.The bidder/Contractor accepts all terms of Type 2 Specification/contract and the details of shipping and transport.
- 6.In case a bid is given by the real and legal persons which is notified as affiliation and/or connected with terrorist organization by security and intelligent authorities, their bids are invalid and if contract was signed, it will be canceled and both of these situations firms will be banned. Bidder/Contractors do not have any right in these cases.

ENC : DETAILS OF SHIPPING & TRANSPORT

DETAILS OF SHIPPING AND TRANSPORT

1. The bidder will offer all of the work (items).
2. All of shipment shall be carried out from the loading ports/berths/terminals to unloading ports/berths/terminals by one ship and in the hold(s) of the ship and without a partial cargo.
3. The unloading will be made to buyer's berth is notified Buyer's agency.
4. All or some cargo could be directly transhipped into barge(s) and/or coaster(s).
5. The bill of lading(s) shall have got the phrase as 'Clean on Board'. The B/L(s) shall be delivered to ETİ without delay.
6. The holds will be reinforced with hatch cover marine tape (in min. 150 mm widths and at min. 5 mm thickness) or with foam by the Contractor in order to minimize water leakage.

BASIS OF TRANSPORT: FIOS lashing/securing/dunnage

BANDIRMA PORT LAYCAN : 21.09.2017 – 26.09.2017

Contractor shall be obliged to make available at BANDIRMA PORT, the ship that is suitable to the loading port/berth/terminal and to the discharge port/berth/terminal between **21.09.2017 and 26.09.2017** following his reception of the transportation instructions from the ETİ. Otherwise, contract is cancelled by ETİ and the bidder/contractor does not claim any rights.

ETA NOTICE : The ship shall report her estimated time of arrival (ETA) to loading and unloading ports at 7, 5, 3, 2 and 1 days intervals to ETİ and

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AMOUNT OF THE WORK : Total 34000.00 tons (+/- 10% option)

DETAILS OF PRODUCTS

34000.00 tons misc. boron products all details will be given subsequently,

All products will be loaded at one of Çelebi Terminal's pier is determined by the Contractor's agency.

Big bags should be stowed in different hold.

The products are harmless, non-dangerous and non imo classed.

Product types and tonnages could be changed by ETİ within 10% option.

Big bags of Etibor-48 would be stored maximum 10 tiers. The other big bags cargoes would be stored maximum 6 tiers.

PACKING DIMENSION & BALE WEIGHT

For Etibor-48 in 1200 kg BB

(L/W/H): APPROXIMATELY (METER) 1,10 X 1,10 X 1,20

(PACKAGE WEIGHT): APPROXIMATELY 1200 KG,

For Ground Colemanite in 1200 kg & 1100 kg BB

(L/W/H): APPROXIMATELY (METER) 1,15 X 1,15 X 1,05

(PACKAGE WEIGHT): APPROXIMATELY 1000 & 1100 KG

For Borax Deca 1000 kg BB

(L/W/H): APPROXIMATELY (MTR) 1.10 X 1.10 X 1,30

(PACKAGE WEIGHT): APPROXIMATELY 1000 KG

THE DEADLINE FOR BIDDING : Sep. 20th, 2017 Wednesday, 11.00 hours (Turkish local time)

DETAILS OF SHIP

- Built date of vessel must be max 10 years.
- In addition to the mentioned products at 2nr. Type Specification, the vessel(s) has/have not carried any cargo of waste, petrol and petroleum products, refused-derived fuel (RFD) or solid recovered fuel and specified recovered fuel (SRF) during the last one year.
- Shipowner(s) and ship(s) must be a member of IACS.
- Vessel should not been under detention within a year.

- LOA abt 185 m
- BEAM abt 30.00 m
- DRAFT abt 10.00 m
- Distance between water line and top of hatch coaming 5.00 m
- Breadth of cargo hold abt 29.50 , Depth 15.00 m
- The ship should be suitable for the characteristic and climatic condition of the loading and unloading ports and the ship should have proper depth holds in order to use crane and its grabber.

The Holds of Ship: The holds of the ship(s) should be double-skinned and box-shaped type and bulk head type. The holds shall have steel floors. The holds should be at the same size with the hatches, in "OPEN HATCH" form, with an automatic opening and closing feature like Macgregor type.

ATTENTION: All holds must be cleaned from hooks, bulges, spurs, rust, debris, oil etc. before arrive Bandirma Anch.

DETAILS OF LOADING PORT

Çelebi Terminal : 1 SAFE BERTH

Berth Length & drafts		
Berth Nr.	Length approximately (meter)	Approximately DRAFT SSW (Summer Salt Water) (METER)
2-3	284	9
4-5	324	10
6	130	10
7-8	380	11 for 250 meter section of berth 10 for 130 meter section of berth
9	204	10
11	190	10

Width: approximately 80 meter

1gsb (good, safe berth) & aa (always afloat)

Loading capacity: approximately 3000 tons/24 hours WWD SSHEX EIU via twice stevedoring.

DETAILS OF DISCHARGING PORT

ALL BERTHS ARE SAFETY (Probably Qingdao, Shanghai, Tianjin)

Discharging rate 3000 tons per WWD SSHEX

The terminals of discharging ports will be notified within shipping instruction.

If the ship stranded at sea and/or ports due to climatic condition and icing and/or not berth to port/terminal/piers due to same and other reasons, in this case costs, expenses borne by the Contractor.

The information as special characteristics, administrative and technical conditions, icing and other climatic conditions of the discharging port should be observed while the most suitable ship is provided by the Contractor. That's why, all costs and expenses borne by the Contractor in case of the ship stay at sea and/or ports due to climatic condition and icing and/or not berth to port/terminal/piers due to same and other reasons.

THE AGENCIES OF DISCHARGING PORTS

Discharging agencies will be notified within shipping instruction.

IMPORTANT NOTES:

Contractor will provide operate person. All costs of operate person belong to Contractor.

Operate person will begin to work after approval of ETİ and the optimal cargo plan for our products will be prepared this person on behalf of ETİ and Contractor.

Operate person will ensure the loading operation to be done in accordance with the cargo plan.

The operate person who knows English will be worked by Contractor within min 3 shifts per day on 24-hour to contact Bandirma Logistics Section and vessel authorities.

The loaded bags will be counted by operate person.

During the lashing/securing/dunnage the operate person will contact Bandirma Logistics Section for purpose of necessary material and follow the operation of lashing/securing/dunnage to be done correctly.